

**SUMMARY OF PROPOSED COMMITTEE DRAFT:**

**RESOLUTION 16-23  
RATIFYING A CITY INVOLVED WORK ELEMENT INCLUDED IN  
THE FISCAL YEAR 2015 OVERALL WORK PROGRAM.**

**PROPOSED CD1:**

- A. Clarifies that the Council is ratifying a work element that is already included in the Federal Fiscal Year 2015 Overall Work Program.
- B. Makes miscellaneous technical and non-substantive amendments.



## **RESOLUTION**

**PROPOSED**

RATIFYING A CITY INVOLVED WORK ELEMENT INCLUDED IN THE FISCAL YEAR 2015 OVERALL WORK PROGRAM.

WHEREAS, Part 450 of Title 23, Code of Federal Regulations ("CFR"), and Part 613 of Title 49 CFR, set forth regulations governing the development of a Unified Planning Work Program ("UPWP") by a metropolitan planning organization; and

WHEREAS, federal regulations require that the UPWP describe all metropolitan transportation planning activities to be performed with federal highway and transit funds, and document those planning activities; and

WHEREAS, the Oahu Metropolitan Planning Organization ("OahuMPO") in cooperation with its participating agencies annually prepares the Overall Work Program ("OWP") for Oahu; and

WHEREAS, Section 4-2.2 of the Revised Ordinances of Honolulu 1990 ("ROH") requires that all City projects involving or affecting the OahuMPO for which assistance is desired under any federal act, program or regulation must be initiated by submission of the proposed project to the City Council for its prior approval; and

WHEREAS, ROH Section 4-2.2 further authorizes the Director of the Department of Transportation Services ("DTS") to forward proposed projects approved by the Council to the OahuMPO for appropriate review and action; and

WHEREAS, the Federal Fiscal Year 2015 OWP identifies the Kapalama Sub-Area Multimodal Circulation and Mobility Study work element set forth in Exhibit A as a project to receive \$400,000 in federal funding assistance (with \$100,000 funded by the City); however, inadvertently, the Council was not provided the opportunity to approve of the project prior to consideration by OahuMPO; now, therefore,

BE IT RESOLVED by the Council of the City and County of Honolulu that the City involved work element for Federal Fiscal Year 2015 set forth in Exhibit A attached hereto and incorporated herein, is ratified; and

BE IT FURTHER RESOLVED that the DTS Director, or the Director's designee, is authorized to accept and expend Federal Highway Administration funds from the State on behalf of the City for the work element added by this Resolution; and

BE IT FURTHER RESOLVED that the DTS Director may make minor or editing changes to the work element set forth in Exhibit A hereto, provided that no substantive additions or deletions may be made; and



## RESOLUTION

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BE IT FINALLY RESOLVED that copies of this resolution be transmitted to Mr. Michael D. Formby, Director of the Department of Transportation Services, and Mr. Brian Gibson, Executive Director of the Oahu Metropolitan Planning Organization, Ocean View Center, 707 Richards Street, Suite 200, Honolulu, Hawaii 96813.

INTRODUCED BY:

Ernest Martin (B/R)

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DATE OF INTRODUCTION:

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Honolulu, Hawaii

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Councilmembers

Exhibit A

LIST OF NEW CITY INVOLVED WORK ELEMENTS  
FOR INCLUSION IN THE FEDERAL FISCAL YEAR 2015  
OVERALL WORK PROGRAM

Work Element Number	Overall Work Program Project Title
202.05-15	Kapalama Sub-Area Multimodal Circulation and Mobility Study



### Kapalama Sub-Area Multimodal Circulation and Mobility Study

<b>WE Number</b>	202.05-15	<b>Time Period</b>	July 1, 2014-June 30, 2015
<b>Agency</b>	DTS	<b>Phone Number</b>	808-768-8304
<b>Coordinator</b>	Mark Garrity	<b>Fax Number</b>	808-768-4730
<b>Position</b>	Deputy Director	<b>Email Address</b>	mgarrity@honolulu.gov

#### Objectives:

This purpose of conducting this study is to achieve the following.

- Improve the study area's transportation network with a focus on connections to the planned rail transit station near the intersection of Dillingham Boulevard and Kokea Street.
- Improve mobility and safety for all transportation modes in the study area.
- Identify multi-modal transportation improvements needed to support current and proposed levels of land use development within the study area.
- Research and develop a methodology to forecast and analyze multimodal travel and access (walk, bike, transit, and driving) in the study area based on planned transit-oriented development (TOD) land uses.
- Identify transportation improvements in the study area whereby the principles of the City's Complete Streets ordinance can be implemented.
- Develop and coordinate a community involvement process with area stakeholders for feedback on transportation related improvements identified for the study area.

#### Study Area Boundaries

The study area is bounded on the west by Nimitz Highway (between Waiakamilo St. and Alakawa St.), on the north by Waiakamilo Street (between Nimitz Highway and North King St.), on the west by North King Street (between Waiakamilo St. and Dillingham Blvd.), and on the south by Alakawa Street area (Dillingham Blvd. to Kaachi St.).

#### Project Description:

The Kapalama Canal Area Multimodal Circulation and Access Study will provide the City & County of Honolulu and its partners with a framework for identifying and scoping multimodal traffic operational and other potential "Complete Streets" improvements to support the community's vision for land use and neighborhood revitalization. The improvements that could be identified would increase mobility and access to transit, neighborhood destinations (including Honolulu Community College), businesses, and activities; enhance safety and community character; encourage multimodal transportation options; and support mixed-use redevelopment. The steps of the study will be as follows:

- Review existing conditions as well as future plans for public and private land use development (year 2035) to establish a baseline to determine the extent of needs, projected future travel by all modes, multimodal levels of service, and potential transportation solutions, with an emphasis on improvements, policies, or measures that encourage walking, biking, and taking transit. The baseline would be used to track improvements and measure performance over time.
- Develop a community involvement process that will coordinate with various City & County departments, the public, private land use developers, Honolulu Community College, and other agencies to support visioning and planning of improvements (i.e. Kapalama Canal pedestrian promenade, and "green" infrastructure enhancements).
- Conduct a vision study and prepare a recommended program to implement multimodal and operational improvements on existing streets:
  - o Meet with stakeholders and the general public to garner opinions and ideas for



- the area.
  - o Propose a methodology to forecast and analyze multimodal traffic flows and access based on desired development patterns, with an emphasis on encouraging and facilitating walking, biking, and taking transit.
  - o Prepare conceptual plans and drawings that support the vision of the stakeholders and public, and demonstrate how multimodal travel can be enhanced by physical and operational improvements.
  - o Prepare preliminary cost estimates.
  - o Establish criteria for prioritizing projects (e.g., outcomes including safety, cost, feasibility);
  - o Prioritize projects
  - o Establish preferred phasing and schedule for completion.
- D. Document the methodology and analysis used to determine appropriate multimodal traffic solutions for potential use by public agencies and private developers in other TOD areas.
- E. Prepare and publish documentation of community meetings, special reports, and draft and final reports.

#### **Work Products/Outcomes:**

The study will result in a plan to improve multimodal access, safety, and circulation throughout the area, coordinated with the city's visioning process for streetscape and greenway improvements and planning for improvements to Kapalama Canal. It will also be coordinated with the TOD land use plans of surrounding landowners and Honolulu Community College, and with associated public infrastructure investments. The plan will include analysis of needs, a list and conceptual designs of recommended improvements, their associated costs, proposed phasing, and identify potential sources of funds.

#### **Project Justification:**

The future rail transit station will be transformative for the Kalihi neighborhood. The area already has one of the highest walk/bike/transit commuting ratios (over 50%) in Honolulu. The introduction of rail service will provide area residents, businesses, and community college students with more frequent, faster and more reliable access to jobs, services, and educational activities throughout the rail system.

A study for multimodal circulation, safety, access, and parking analysis, based on state-of-the-practice research and innovative design solutions, is needed to support the desired TOD land use patterns and safe, walkable, bikeable, and vehicular access required for rail transit to succeed. The study shall emphasize policies, programs and improvements that encourage and facilitate walking, biking, and taking transit. The study's methodology will be documented for possible use in other similar TOD areas.

#### **Previous or Ongoing Work Related to Proposed Planning Study or Project:**

- HART rail transit approved and funded for construction, with the Kapalama station slated to open in 2019.
- City and County of Honolulu draft Kalihi Neighborhood TOD Plan included three public workshops, a resident survey, and many stakeholder meetings. This area was selected by Mayor Caldwell as one of three initial catalytic project areas and is a major initiative of the city's TOD program and TOD sub-cabinet. Updated codes and a zoning overlay will be coordinated to incorporate new transit-supportive vehicular and bicycle parking requirements.
- Kamehameha Schools Master Plan (study area's major land owner) for development in the area surrounding future HART rail station.
- City and County of Honolulu Complete Streets study will help inform this project in terms of desired streetscape enhancements.
- City and County of Honolulu Oahu Bike Plan dated August 2012.



## FY 2015 Staff Labor Commitment to the Work Element

☐ Staff Labor To Be Used as Match

☒ Staff Labor to be Reimbursed

Task #	Position/Agency	STAFF LABOR			FUNDING SOURCES		Total
		Hrs	\$/Hr*	Additive 53.68%	Non-Federal	Federal FHWA	
1	Project Manager/DTS	75					
2	Project Manager/DTS/DPP	100					
3	Project Manager/DTS/DPP	175					
4	Engineers, Planners/DTS	150					
4	Engineers, Planners/DPP	150					
4	Engineers, Planners/DDC	40					
4	Engineers, Planners/DFM	40					
<b>STAFF LABOR SUB-TOTAL EXPENDITURES</b>					<b>\$10,000</b>	<b>\$40,000</b>	<b>\$50,000</b>
*Dollar figure products may not be precise due to rounding of average hourly rates							



**FY 2015 Work Element Tasks & Budget**

Task #	Staff Labor Commitment	Estimated Completion Date	FUNDING SOURCES		Total
			Non-Federal	Federal FHWA	
1	Write RFP; select consultant; complete contracting process	10/31/14			
2	Form and support project working group	10/31/14			
3	Manage consultant and coordinate with related efforts	6/30/15			
4	Participate in project working group	6/30/15			
<b>STAFF LABOR SUB-TOTAL EXPENDITURES</b>			<b>\$10,000</b>	<b>\$40,000</b>	<b>\$50,000</b>
Task #	Consultant Services/Deliverables				
5	Review existing conditions and development plans to establish a baseline to determine extent of needs, projected future multimodal travel, and multimodal level of service. Propose a methodology to forecast and analyze multimodal traffic flows and access.	12/30/14	\$18,000	\$72,000	\$90,000
6	Conduct a public visioning process to identify potential multimodal and operational improvements.	01/30/15	\$16,000	\$64,000	\$80,000
7	Produce conceptual plans and drawings for how multimodal travel can be enhanced by physical and operational improvements.	03/30/15	\$18,000	\$72,000	\$90,000
8	Prepare preliminary cost estimates; prioritize projects; establish preferred phasing and schedule for completion.	04/30/15	\$14,000	\$56,000	\$70,000
9	Document the methodology and analysis used to determine appropriate multimodal traffic solutions	05/30/15	\$6,000	\$24,000	\$30,000
10	Produce draft and final reports.	06/30/15	\$12,000	\$48,000	\$60,000
<b>CONTRACT SERVICE SUB-TOTAL EXPENDITURES</b>			<b>\$84,000</b>	<b>\$336,000</b>	<b>\$420,000</b>
<b>Other Costs (e.g., software, travel, equipment, etc.)</b>					
Travel			\$5,000	\$20,000	\$25,000
25 copies of draft report			\$500	\$2,000	\$2,500
25 copies of final report			\$500	\$2,000	\$2,500
<b>OTHER COSTS SUB-TOTAL EXPENDITURES</b>			<b>\$6,000</b>	<b>\$24,000</b>	<b>\$30,000</b>
<b>TOTAL WORK ELEMENT COST</b>			<b>\$100,000</b>	<b>\$400,000</b>	<b>\$500,000</b>

Prepared by: Harrison Rue  
Approved by: Michael Formby

Date: January 6, 2014  
Date: January 15, 2014